



Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- Trail crossing at SE 56th Street is a concern
- Access may be possible at Lake Sammamish State Park boat launch, but parking is a problem there
- Lake Sammamish State Park entrance should be a designated trail access point
- King County should do a transportation/traffic study to look at added impacts that come with new trail
- Newly planned commercial development (Fred Meyer's, Home Depot) at 62nd and E. Lake Sammamish Parkway will make trail access problematic due to high traffic volume

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- None noted

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- Potential parking areas are at 51st, 56th, 62nd, Gilman, and at Lake Sammamish State Park
- Parking mitigation measures should be identified as soon as possible for home owners in the area

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- The trolley planned for Issaquah is great, but conflicts with trail between boat launch at Lake Sammamish State Park and SE 56th Street
- Dangerous crossing points at 51st, 56th and 62nd—blind corners, etc.
- Perhaps an overpass would help



The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- Driver's need right-of-way, especially at 56th
- There is a stop light planned at 62nd

The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- No new amenities—trail users can use existing amenities at State Park
- Interpretive sign at old Pickering barn
- Issaquah Historical Society will be providing some interpretive signs in the area
- There should be a sign for the "Mountains to Sound" Greenway

Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

What special considerations should be given to locating amenities along this section of the trail?

- None noted

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- No horses! There's just no room

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted



To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Fencing is needed, but not chain link—it has no character
- Signage is needed to protect property owners
- Mitigation is big concern—King County must find alternatives, i.e., where trail plan runs near existing trails in State Park, use them instead of constructing new one in that section
- Liability is big concern – can it be addressed through edge treatments?

Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- Divert trail so that it feeds into/utilizes existing “Pickering Trail”—it would save county money and would address point #6 in the “Trail Guidelines”
- Some residents would rather have the trolley than a trail
- Alignment shouldn’t interfere with existing right-of-ways
- There is 6000’ of trail space within Lake Sammamish State Park that could be used
- In publicly owned portion of trail, use existing trails that run through E. Lake Sammamish State Park

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- Trail alignment should go through Lake Sammamish State Park, using existing trails

General Comments

- What’s the difference between a “wet ditch” and a “wetland”?
- Big concern about charges for right-of-way
- Previously, structures could be built to the right-of-way—will this change with new setback requirements for trail?
- Existing property owner’s building is built with no setback—is it possible to buy part of the right-of-way?
- Concern about eventual widening of E. Lake Sammamish Parkway